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SECRET/CONTROL/US OFFICIALS ONLY 50X1-HUM 7. On 2 April, three MiG-15s took off individually at 8:40 a.m. There were occasional showers and the cumulus clouds were at an altitude of about 2,000 to 3,000 meters. A single-engine plane with radial engine took off at 8:42 a.m. The plane dropped a red-white air sleeve fitted on a rope about 100 to 500 meters long after reaching an altitude of about 600 to 700 meters. The jet fighters practiced firing at the air sleeve. At 9:05 a.m. the three jet planes landed at the field and ten minutes later three other jet fighters took off for the same exercise. This exercise was continued until about 5 p.m. with short intervals in between. Take-offs and landings were practiced by four biplanes between 9:20 a.m. and 12:30 p.m. at the improvised sirfield in Bechlin (N 53/2 39). 8. On 3 april, eight MiG-15s took off in elements of two at 8:14 a.m. The weather was the same as the day before. Immediately after the take-off the planes climbed rapidly to an altitude of about 5,000 to 6,000 meters above the clouds and practiced stunt flying. At 8:45 a.m. two additional jet fighters took off. They were followed by two single-engine planes with radial engines which practiced firing at a towed sleeve target. At 9:20 the eight jet fighters flew through the clouds and participated in firing at the towed sleeve target until 9:30 a.m. when all the planes landed at the field. (4) Four biplanes made local flights at the improvised airfield in Bechlin between 10 a.m. and 1 p.m. and from 3 to 5 p.m. Local flights lasting 20 minutes were continually flown by two jet fighters with swept-back wings between 10 a.m. and 4 p.m. at an altitude of about 1,000 meters. Firing at a towed sleeve target was again practiced by two MiC-15s and two single-engine, low-wing monoplanes between 5:45 and 6 p.m. 9. On 4 April, Mid-15s in squadron strength made flights of about one hour duration throughout the day. The biplanes again practiced at the improvised airfield in Rechlin. On 5 April, eight MiG-15s and one single-engine plane with a radial engine took off between 7:20 and 7:35 a.m. and headed southwest, flying at a very high altitude. The sky was cloudless. The planes were not observed landing high altitude. The sky was cloudless. The passes in the occupation of the at the field. There were no indications of a change in the occupation of the 50X1-HUM On 5 April, 24 jet aircraft were counted on the dispersal area in front of the destroyed hangars. More jet planes were also seen behind the hangars. The total number of jet aircraft was estimated at about 60. The section of the Wittstock Allee located in the area of the flying lame has been recently 50X1-HUM blocked by Soviet sentries during day and night flying activity. It was observed that the searchlights mounted on tracks continually changed their locations. Motor vehicles entered and left the field. 50X1-HUM On 12 April, 26 jet aircraft and 11: Liplanes were seen at the sirfield. Twelve jet planes, continually 50X1-HUM practiced flying. Comments. 50X1-HUM (1) The motor vehicle indicate that the ground unit of a fighter regiment was being transferred. 50X1-HUM The airfield is occupied by a fighter regiment. (3) For location of radio installation, see Annex. The description of the radio installation and the information that the installation is located in the ex-50X1-HUM

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(4) This indicates that the flying time of Mid-15s is 76 minutes. Since a flying

time of 90 minutes

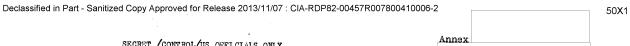
60 minutes

tension of the hard surface runway indicate that it is the outer landing beacon.

that the MiG-15s without an auxiliary tank are able to stay aloft longer than

from Neuruppin it must be assumed

50X1-HUM



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Neuruppin Airfield

AirFIELD

Scale 1: 25 000

Radio Installation RUPPIN-LAKE

NIETWERDER

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